

ITE Institute of Transportation Engineers
Trip Generation Data Form (Part 1)

Land Use/Building Type: ¹ Supermarket / Retail / Restaurant			ITE Land Use Code: 850 / 820 / 932		
Source: Trip Generation Manual, 10th Edition			Source No. (ITE use only):		
Name of Development: Greenway Keller Addition			Day of the Week:		
City: Keller	State/Province: TX	Zip/Postal Code: 76248	Day:	Month:	Year:
Country:			Metropolitan Area:		

1. For fast-food land use, please specify if hamburger- or nonhamburger-based.

Location Within Area: ☐ (1) CBD ☒ (3) Suburban (Non-CBD) ☐ (5) Rural ☐ (2) Urban (Non-CBD) ☐ (4) Suburban CBD ☐ (6) Freeway Interchange Area (Rural) ☐ (7) Not Given				Detailed Description of Development:³ Building 1 = Existing 15,000 sq ft Natural Grocers supermarket *Trip Generation Manual used to calculate existing trips*	
Independent Variable: (include data for as many as possible)²		Actual	Estimated	Actual	Estimated
(1) Employees (#)		☐	☐	(10) Parking Spaces (#)	☐ ☐
(2) Persons (#)		☐	☐	(11) Occupied Beds (#)	☐ ☐
(3) Units (#)		☐	☐	(12) Seats (#)	☐ ☐
(4) Occupied Units (#)		☐	☐	(13) Servicing Positions/Vehicle Fueling Positions	☐ ☐
(5) Gross Food Area (gross sq. ft.)		☐	☐	(14) Shopping Center % Out-parcels/pads	☐ ☐
(% of development occupied _____)				(15) A.M. Peak Hour Volume of Adjacent Street Traffic	☐ ☐
(850) 15,000	(6) Net Rentable Area (sq. ft.)	☐	☐	(16) P.M. Peak Hour Volume of Adjacent Street Traffic	☐ ☐
	(7) Gross Leasable Area (sq. ft.)	☒	☐	(17) Other Retail (820)	☐ ☒
	(8) Occupied Gross Leasable Area (sq. ft.)	☐	☐ 9,200 sq ft	(18) Other Sit Down Restaurant (932)	☐ ☒
	(9) Acres	☐	☐ 2,800 sq ft		

2. Definitions for several independent variables can be found in the *Trip Generation Handbook Glossary*.

3. Please provide all pertinent information that helps to describe the subject project. If necessary, attach a detailed report.

Other Data: Vehicle Occupancy (#) _____ A.M. _____ P.M. _____ 24-hour % Percent by Transit: _____ A.M. % _____ P.M. % _____ 24-hour % Percent by Carpool/Vanpool: _____ A.M. % _____ P.M. % _____ 24-hour % Employees by Shift: <table style="width: 100%;"> <tr> <td>First Shift:</td> <td>Start Time _____</td> <td>End Time _____</td> <td>Employees (#) _____</td> </tr> <tr> <td>Second Shift:</td> <td>Start Time _____</td> <td>End Time _____</td> <td>Employees (#) _____</td> </tr> <tr> <td>Third Shift:</td> <td>Start Time _____</td> <td>End Time _____</td> <td>Employees (#) _____</td> </tr> </table> Parking Cost on Site: Hourly _____ Daily _____	First Shift:	Start Time _____	End Time _____	Employees (#) _____	Second Shift:	Start Time _____	End Time _____	Employees (#) _____	Third Shift:	Start Time _____	End Time _____	Employees (#) _____	Transportation Demand Management (TDM) Information: At the time of this study, was there a TDM program (that may have impacted the trip generation characteristics of this site) underway? ☒ No ☐ Yes (If yes, please check appropriate box/boxes, describe the nature of the TDM program(s) and provide a source for any studies that may help quantify this impact. Attach additional sheets if necessary) <table style="width: 100%;"> <tr> <td>☐ (1) Transit Service</td> <td>☐ (5) Employer Support Measures</td> <td>☐ (9) Tolls and Congestion Pricing</td> </tr> <tr> <td>☐ (2) Carpool Programs</td> <td>☐ (6) Preferential HOV Treatments</td> <td>☐ (10) Variable Work Hours/Compressed Work Weeks</td> </tr> <tr> <td>☐ (3) Vanpool Programs</td> <td>☐ (7) Transit and Ridesharing Incentives</td> <td>☐ (11) Telecommuting</td> </tr> <tr> <td>☐ (4) Bicycle/Pedestrian Facilities and Site Improvements</td> <td>☐ (8) Parking Supply and Pricing Management</td> <td>☐ (12) Other _____</td> </tr> </table>	☐ (1) Transit Service	☐ (5) Employer Support Measures	☐ (9) Tolls and Congestion Pricing	☐ (2) Carpool Programs	☐ (6) Preferential HOV Treatments	☐ (10) Variable Work Hours/Compressed Work Weeks	☐ (3) Vanpool Programs	☐ (7) Transit and Ridesharing Incentives	☐ (11) Telecommuting	☐ (4) Bicycle/Pedestrian Facilities and Site Improvements	☐ (8) Parking Supply and Pricing Management	☐ (12) Other _____
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Please Complete Form on Other Side

ite Institute of Transportation Engineers
Trip Generation Data Form (Part 2)

Summary of Driveway Volumes

(All = All Vehicles Counted, Except Trucks; Trucks = Heavy Duty Trucks and Buses)

	Average Weekday (M-F)						Saturday						Sunday					
	Enter		Exit		Total		Enter		Exit		Total		Enter		Exit		Total	
	All	Trucks	All	Trucks	All	Trucks	All	Trucks	All	Trucks	All	Trucks	All	Trucks	All	Trucks	All	Trucks
24-Hour Volume	1,552		1,552		3,104		2,519		2,519		5,038		1,546		1,546		3,092	
A.M. Peak Hour of Adjacent ¹ Street Traffic (7 – 9) Time (ex.: 7:15 – 8:15):	146		95		241													
P.M. Peak Hour of Adjacent ¹ Street Traffic (4 – 6) Time:	158		151		309													
A.M. Peak Hour Generator ² Time:	129		113		242													
P.M. Peak Hour Generator ² Time:	200		191		391													
Peak Hour Generator ³ Time (Weekend):							187		178		365		197		185		382	

1. Highest hourly volume between 7 AM and 9 AM (4 PM and 6 PM).

2. Highest hourly volume during the AM or PM period.

3. Highest hourly volume during the entire day.

Please refer to the *Trip Generation User's Guide* for full definition of the terms.

Hourly Driveway Volumes

A.M. Period	Enter		Exit		Total		Mid-Day Period	Enter		Exit		Total		P.M. Period	Enter		Exit		Total	
	All	Trucks	All	Trucks	All	Trucks		All	Trucks	All	Trucks	All	Trucks		All	Trucks	All	Trucks	All	Trucks
6:00-7:00							11:00-12:00							3:00-4:00						
6:15-7:15							11:15-12:15							3:15-4:15						
6:30-7:30							11:30-12:30							3:30-4:30						
6:45-7:45							11:45-12:45							3:45-4:45						
7:00-8:00							12:00-1:00							4:00-5:00						
7:15-8:15							12:15-1:15							4:15-5:15						
7:30-8:30							12:30-1:30							4:30-5:30						
7:45-8:45							12:45-1:45							4:45-5:45						
8:00-9:00							1:00-2:00							5:00-6:00						

☐ Check if Part 3 and/or additional information is attached.

Survey conducted by: Name: Kelly D. Parma, P.E., PTOE

Organization: Lee Engineering, LLC

Address: 3030 LBJ Freeway, Suite 1660

City/State/Zip: Dallas, TX 75234

Telephone #: (972) 248-3006

Fax #: (972) 248-3855

E-mail: kparma@lee-eng.com



Table 1: Weekday Trip Generation Summary of Greenway Keller Addition

Number of Trips											
Land Use	ITE Code	Variable	Average Weekday			AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out	Total	In	Out
Natural Grocers (Supermarket)	850	15,000 ft ²	1,602	801	801	57	34	23	189	96	93
Retail (Shopping Center)	820	9,200 ft ²	1,188	594	594	156	97	59	93	45	48
Restaurant (High-Turnover (Sit-Down) Restaurant)	932	2,800 ft ²	314	157	157	28	15	13	27	17	10
TOTAL			3,104	1,552	1,552	241	146	95	309	158	151

Table 2: Weekday (Peak Hour of Generator) Trip Generation Summary of Greenway Keller Addition

Number of Trips								
Land Use	ITE Code	Variable	AM Peak Hour Generator			PM Peak Hour Generator		
			Total	In	Out	Total	In	Out
Natural Grocers (Supermarket)	850	15,000 ft ²	100	52	48	241	125	116
Retail (Shopping Center)	820	9,200 ft ²	103	55	48	101	50	51
Restaurant (High-Turnover (Sit-Down) Restaurant)	932	2,800 ft ²	39	22	17	49	25	24
TOTAL			242	129	113	391	200	191

Table 3: Saturday Trip Generation Summary of Greenway Keller Addition

Number of Trips								
Land Use	ITE Code	Variable	Average Saturday			Peak Hour		
			Total	In	Out	Total	In	Out
Natural Grocers (Supermarket)	850	15,000 ft ²	2,664	1,332	1,332	240	122	118
Retail (Shopping Center)	820	9,200 ft ²	2,030	1,015	1,015	94	49	45
Restaurant (High-Turnover (Sit-Down) Restaurant)	932	2,800 ft ²	344	172	172	31	16	15
TOTAL			5,038	2,519	2,519	365	187	178

Table 4: Sunday Trip Generation Summary of Greenway Keller Addition

Number of Trips								
Land Use	ITE Code	Variable	Average Sunday			Peak Hour		
			Total	In	Out	Total	In	Out
Natural Grocers (Supermarket)	850	15,000 ft ²	2,498	1,249	1,249	284	145	139
Retail (Shopping Center)	820	9,200 ft ²	194	97	97	26	13	13
Restaurant (High-Turnover (Sit-Down) Restaurant)	932	2,800 ft ²	400	200	200	72	39	33
TOTAL			3,092	1,546	1,546	382	197	185